PUDUKKOTTAI STATE
NATIONAL WAR FRONT BUREAU

BULLETIN] OCTOBER 2, 1943 [No. 166

Members of the public are requested to make a free present of any suitable old Tamil books they can spare for the perusal, in their leisure time, of our soldiers outside India.

Books so given will be handed over to the Superintendent of the State Press, who will arrange to despatch them.

LECTURE CLXVI.

CIVIL DEFENCE AND BATTLE OF BRITAIN DAY.

SPEECH DELIVERED BY

HIS HIGHNESS THE RAJA OF PUDUKKOTTAI.

On September 26, 1943.

LADIES AND GENTLEMEN,

We are assembled here to-day to celebrate the Battle of Britain Day. Germany had built up a huge Air Force when she dragged us into this war. German Air Power numerically far outnumbered ours, and had bases on France and elsewhere close to our shores. The enemy bombers could reach Britain's shores in a few minutes from many directions and that escorted by fighters. The German Air Force began to attack our convoys to England and tried to destroy our Navy and Air Force. Thwarted in their attempt to destroy our Air Force or sink our Navy, the Germans launched savage and indiscriminate attacks upon the civilian population of Britain, hoping thus to break the spirit of the workers and to destroy London and other towns. At first only a few aircraft came over Britain, dropped a small number of bombs at random causing little or no damage and flew away. From about the 2nd week of August 1940 the Germans started what they called a "*Blitzkreig*." This great air Battle called the "Battle of Britain" gradually attained a high degree of intensity. Casualties amounted to about 6,000 killed and seriously wounded weekly. By day and night on an average about 400 German aircraft visited Britain's shores every 24 hours. A German invasion of Britain seemed imminent. Children had to be evacuated from London and other towns to places of comparative safety in the country, and even from Great Britain itself to such places as Canada. Hospital arrangements had to be made for a large number of casualties. The destruction of property was considerable, especially that of houses inhabited by working folk. The Battle of Britain started on August 8, 1940. September 15th was the day of the culmination of that battle, when the Germans making a desperate attempt to overwhelm Britain's Air Defences lost 185 of their best aircraft, and were

made to realise the hopelessness of their attempt. It is only fitting that we celebrate that day as a day of rejoicing. By October 31, 1940 the battle had ended. The Germans had lost 2,375 machines actually destroyed, and many more damaged. Then the severity of German attacks gradually declined and is now insignificant. Though the German Air Force was numerically far stronger, our machines were better and our R. A. F. pilots better trained. Great credit is due to our R. A. F. personnel who, undaunted by odds and mortal danger, turned the tide of the war by their prowess and devotion. As has been said by Mr. Churchill—Never in the field of human conflict was so much owed by so many to so few. That debt continues. Air supremacy is a prime factor in winning a war. So it has been in every phase of this war. This air supremacy was first asserted by the R. A. F. in the Battle of Britain. The British leaders have realised this well, and it is gratifying to see that numerous airfields and great training establishments have been established throughout India. To-day we are not only ready to meet the enemy but waiting always to go out and find him.

2. The people of Britain stood alone, but they stood undismayed against disaster. They were sure of their cause in defending liberty and civilization. They have proved to their friends and sympathisers that Hitler's act of mass terror had failed conspicuously.

3. In this hour of Britain's greatest need, we had in Mr. Churchill, a leader of unbending determination, courage and perseverance. He galvanised a great people into heroic action.

4. During the first year of war, we had to fight alone without an ally. The second year brought the U. S. A. and Russia on our side. During the third year, China declared war on Germany and Italy. But by then the Germans had advanced far into Russia. The fourth year was a brilliant one for us. The Germans had to give up a major part of their conquests in Russia. The Italians were driven out of N. Africa, and the Mediterranean, the shortest route to England from India, is now open to Allied shipping. Then Italy surrendered unconditionally, though the Germans are still clinging on in Central and North Italy.

5. What I specially wish to emphasise is the solidarity of the Allied Powers, their unity of aim and purpose, whereas among the Axis Powers, one does not wish the other to win. The nations whom Germany has overrun are groaning under her tyranny.

6. The future was never so bright. Mr. Churchill has now returned from a visit to America for discussions with President Roosevelt, and it may be expected that more deadly blows await the Axis in the near future. A third front is predicted in Western Europe. It is now understood that along the whole of the North African coast massive allied assault forces are concentrating, from the Toe of Italy to the Franco-Spanish frontier, waiting for the signal to attack Hitler's European fortress. But the war is not yet won. Do not think that you need not bother about it any longer. Hard fighting for the men at the front, privations for those at home, lie ahead of us. There will be reverses and disappointments, but the end is certain. Pay no attention to episodes, even major episodes. Consider the general trend of events and take a long view. Let everyone of us then go on doing what he can to help the Allied cause. All of us can do something by reporting mischievous rumours, profiteering and hoarding (only the public can check these; a handful of officials can do nothing without public co-operation), by growing more food stuffs (the State has made a splendid response to our drive for more food—over 30,599 acres more were cultivated last fasli), by investing in War Loans and Savings Certificates in regard to which also the response has been gratifying, by

economy in personal expenditure—you can help even by collecting waste-paper!—or by simply keeping cheerful when times are hard. In all these ways, everyone of us can do something, however small, to hasten that Victory and that Peace for which we are all longing and praying.

WEEKLY WAR SUMMARY.

(A)—LEADING EVENTS.

23—9—43 (Thursday).	Allies land at *FINSCHHAFEN* (New Guinea).
	Allies capture *GENOSSA* and *ADRIANO* in South *ITALY*.
	Mussolini forms a cabinet with Marshal Graziani as Minister of Defence.
24—9—43 (Friday).	Russians retake *UNECHA* and *POLTAVA*.
25—9—43 (Saturday).	British Cabinet changes are announced. Sir John Anderson is appointed Chancellor of Exchequer.
	Allies capture the air-port near *FINSCHHAFEN* (New Guinea).
	Allies capture *ALTAMURA*, *MATERA* and *MOLFETTA* (South *ITALY*).
	Russians occupy *SMOLENSK* and *ROSLAVL*.
26—9—43 (Sunday).	An Inter-Allied commission is set up at *ALGIERS* to study Mediterranean problems.
	BASTIA, the German evacuation port in N. E. Corsica, is occupied by Free French aud Patriot Corsican troops.
	Russians cross into *WHITE RUSSIA* and occupy *BOROVAYA*.
	1,000 ton American air raid on *EMDEN* (Germany).
27—9—43 (Monday).	Germany and Japan celebrate the third anniversary of the Tripartite Pact—*minus* Italy.
	British 8th Army crosses Ofanto River and captures *CERIGNOLA* (Italy).
	Russians capture *TEMRYUK*, the last German evacuation port on the Sea of *AZOV*.
28—9—43 (Tuesday).	British 8th Army captures *FOGGIA* in Italy.
	American troops occupy the northernmost island in the Ellice Group, north east of Solomons.
	Dr. Ritter, the chief of the German Man-power Organisation in *FRANCE*, is assassinated in *PARIS*.
29—9—43 (Wednesday).	Allies break through the German lines in the *SALERNO* area in Italy and capture *POMPEI*.
	Russians occupy *KREMENCHUG*.

(B)—NEWS IN BRIEF.

Italy.—The battle is going well. The 8th Army is advancing at the rate of a mile an hour. During the week it took POTENZA, ALTAMURA, MATERA, MALFETTA, SPINAZOLA, and ATELLA. Then, crossing the Oparto River it took also MARGHERITA, DISAVOIA, MELFI and VENOSA. Its crowning victory of the week was the capture of FOGGIA, the largest air-base in ITALY, and the eastern pivot of the German defence line from NAPLES to the Adriatic coast. From its 13 airfields GERMANY and the BALKANS can be raided. The effect of the forward leap of the 8th Army has been to increase the threat to the left of the German forces opposed to the 5th Army.

In contrast, the 5th Army is marching slowly, yard by yard, throwing the Germans back from ridge to ridge. In its advance it has taken SAN CIPRIANO, MONTE CORVINO, ROVELLA, CAMPAGNA, ADRIANO, GINOSA, CAVA DI TORRANI, SENARCHIA, VALVA, CALABRITTO, CASSANO, LIONI and CASTELNUOVO. Although its advance is less spectacular than the 8th Army's it has fought every inch of its way forward along the bottlenecks of Vesuvius. It has now a clear view of NOCERA, the gateway to the plain of NAPLES. (According to the latest news the Germans have evacuated NAPLES—Ed.)

BASTIA in CORSICA has been occupied.

Italian partisans have attacked the Brenner Pass railway.

SPLIT in YUGOSLAVIA has been the scene of patriot resistance for over a fortnight. In SUSAK street fighting is reported.

The Germans claim to have landed in CORFU, a large Greek Island in the Adriatic.

Russia.—The places taken by the Red Army during the week are numerous and important. Among them are ANAPA, in the KUBAN—40 miles N. W. of NOVOROSSISK, POLTAVA, the gateway to the heart of the UKARINE, 80 miles S. W. of KHARKOV, UNECHA, an important junction on the BRYANSK-GOMEL railway, SMOLENSK—the centre of 5 railways and Hitler's biggest base in RUSSIA, ROSLAVL, KARELLI, BORISTOL, BROVARY and TEMRYUK.

The Russians have crossed the Dnieper and entered White RUSSIA.

In futile revenge the Germans are burning grain fields and polluting wells. In NOVOROSSISK only one woman and her 4 children remained alive. 'SMOLENSK', the Red star says 'was empty, as if swept clean by a hurricane.'

Air War.—The following air-raids are reported :—

Sep. 21.—BERLIN, N. and N. W. GERMANY.

Sep. 22.—A half hour attack on HANOVER—the centre of manufacture of rubber goods ('the Continental'.)

Sep. 23.—A heavy attack on MANNHEIM and LUDWIGSHAFEN.

Sep. 27.—An one thousand ton raid (85) on EMDEN, GEEMANY'S naval and submarine base nearest to BRITAIN.

The Pacific.—The Allied drive on FINSCHHAFEN is proceeding. Increased Japanese resistance has slowed up but not stopped the advance. Allied bombers have sunk 7 ships, 29 barges and 50 aircraft in and around WEWAK.

China.—Severe fighting between the Japanese and the Chinese is reported on the east bank of the Fu River, S. of NANCHANG, capital of KIANGSI province.

Burma.—The chief targets of air-raids were :—

Sep. 20.—KATHA.

Sep. 21.—WETLET, NINGBYEN, HSIPAW, SHWEBO, ZIGON.
Sep. 24.—TAMANTHI Mu Canal bridge.
Sep. 26.—Railway, N and W of PYINMANA, sampans on the Mayu, railway yards in the MANDALAY area, LETPADAN and THANBYUZAYAT.
Sep. 27.—AKYAB.

ALLIED AIR RAIDS.

20—9—43 (Monday).

EUROPE (German occupied).

DAY :—
The airfield at MORLAIX (France).
Mine sweepers off BREST.
Locomotives in FRANCE.

NIGHT :—
No information.

ITALY and the MEDITERRANEAN.
Road junctions and railways at TORRE ANNUNZIATA, SARNO, CASTEL NUOVO and FORMIA (all in Italy).
Road junctions at AVELLINO and CALABRITO (Italy).
Enemy transport near POTENZA.
Troop cnncentrations N. W. of SALERNO.
Targets at BENEVENTO and VENICE.
Railway yards at PESCARA (Italy).
The airfield at MALEME (Crete).

RUSSIA.
(33 Axis aircraft shot down).
Air combats and grounded aircraft all along the Russian Front.

FAR EAST.
Airfields and dispersal areas in CAPE GLOUCESTER.
A barge off CAPE ST. GEORGE.
Sea plane base at AMBOINA.

BURMA.
Road and rail communications in Western BURMA.
Lorries at YE-U and TAUNGUP-PASS road.
Jap army huts at YEBAWGYI and THAYETLEBIN
Locomotives in KIN stations.
Enemy occupied buildings east of MAUNGDAW.

21—9—43 (Tuesday).

EUROPE (German occupied).

DAY & NIGHT :—No information.

ITALY and the MEDITERRANEAN.
Roads and transport in the battle area.
Railway and road bridges at BENEVENTO, CAPUA and CANCELLO.
The harbour installations at LEGHORN.

RUSSIA.
Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.
The jap base of LAE and FINSCHHAFEN (N. Guinea).

BURMA.
Railway yards at WETLET.
Targets in the HUKAWNG valley.
Enemy installations at KATHA.
Targets in the MANDALAY area.
Buildings at SHWEBO, ZIGON and HSIPAW.

22—9—43 (Wednesday).

EUROPE (German occupied).

NIGHT :—
Industrial targets at HANOVER, OLDENBURG and EMDEN.
Enemy airfields in HOLLAND and North-west GERMANY (27 Allied planes missing; Many enemy planes shot down).

ITALY and the MEDITERRANEAN.
Enemy concentrations and troop transports in the battle area.
German troop concentrations in the FOGGIA area (Italy).

RUSSIA.
Air combats and aircraft on the ground all along the RUSSIAN Front.

FAR EAST.
Enemy line of communications at BOGADJIM-YUALA lines of communication.
Two cargo ships in the KAVIENG area (Bismarck Sea).
Enemy ships near CAPE ST. GEORGE and GAROVE Island.
Targets at GASMATA (N. Britain); KOEPANG (Timor) and KOLOMBANGARA

BURMA.
SEDAW area.
Barracks at KIN.
Rolling stock near KYUNGON.
Sampans on the IRRAWADDY.
Railways north of TOUNGOO.
Army huts on GHEDUBA Island at SANDOWAY.

23—9—43. (Thursday).

EUROPE (German occupied).

Day :—
The docks and shipyards at the NANTES canal entrance.
Enemy airfields at VANNES-MEUCON, KERLIN-BASTARD, CONCHES, MORLAIX and POULMIC (24 German planes shot down; 7 Allied planes missing).

NIGHT :—
Military objectives in MANNHEIM and LUDWIGSHAFEN; DARMSTADT and AACHEN (Germany).
Offensive patrols over FRANCE (32 Allied planes missing; 4 enemy planes shot down).

ITALY and the MEDITERRANEAN.
Bridges and roads around CANCELLO and in the area of CAPUA.
Motor transport, gun positions and bridges in the battle area.
The railway yards and airfields at PISA (Italy).

RUSSIA.
(38 German planes shot down).
Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.
The airfield at HALONG (D. E. Indies).
Airfield near FINSCHHAFEN.
The airfield at CAPE GLOUCESTER (N. Britain).

BURMA.
Steamers and barges along the IRRAWADDY.
An oil tank near MINBU.
Motor vehicles between MEIKPILE and MANDALAY.
Locomotives at NATKAYAUNG and YEU.

24—9—43 (Friday).

EUROPE (German occupied).

DAY :—
The airfields at EVERUX, FAUVILLE, BEAUVAISTILLE, BRESTLANVOC, BREST GUIPAVAS and ST. OMER (all in France).

NIGHT :—
No information.

ITALY and the MEDITERRANEAN.

Motor transport and road junctions in the NAPLES–CAPUA area.
The marshalling yards at PISA.
Shipping and harbour installations at LEGHORN.
Road junctions and bivouac areas in the BENEVENTO and AVELLINO areas.
Offensive sweeps over CORSICA (19 German transport planes shot down).

RUSSIA.

(49 enemy planes shot down).
Air combats and grounded aircraft all along the Russian Front.

FAR EAST.

Offensive sweeps along the YATI River track.
Ammunition dumps at RAGITSUMA.

BURMA.

Railways near MANDALAY and north of SHWEBO.
Sampans along the IRRAWADDY and CHINDWIN Rivers.
A jap camp near TAMANTHI.

25—9—43 (Saturday).

EUROPE (German occupied).

DAY :—
The airfield at ST. OMER (France).
NIGHT :—
A German Convoy S.W. of DENHELDER.

ITALY and the MEDITERRANEAN.

Roads, gun positions and troop concentrations at VERONA, BOLOGNA and BOLZANO (Italy).
Targets round CANCELLO and CAIAZZO.
Highways near FORMIA (Italy).
The airfield at BASTIA (Corsica).
Airfields in CRETE.

RUSSIA.

(28 enemy planes shot down).
Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.

Jap positions in and around FINSCHHAFEN.
Airfields at WEWAK (N. Guinea).

BURMA.

Barracks area at MAYMYO.
Shipping at KATHA.
Railway yards at NABA junction.
Villages in the AKYAB area.
Jap positions in the BUTHIDAUNG area.

26—9—43. (Sunday).

EUROPE (German occupied).

DAY :—Patrols over Northern FRANCE.
NIGHT:—Targets in the RHINELAND (Germany).
Air combats over HOLLAND (1 enemy plane shot down).

ITALY and the MEDITERRANEAN.

Enemy concentrations south of SALERNO (Italy).
Motor transport and road junctions at BENEVENTO, AMALFI and FOGGIA (Italy).
The airfields near NAPLES.
German evacuation barges between CORSICA and ITALY.
An airfield near ATHENS (Greece).

RUSSIA.

(51 enemy planes shot down).
Air combats and grounded aircraft all along the RUSSIAN Front.

FAR EAST.

The airfields at WEWAK (N. Guinea).
The township of FINSCHHAFEN.
Jap barges around New BRITAIN.

BURMA.

Railways running from and to PYINMANA.
Sampans along the IRRAWADDY and KALADAN. Rivers.
Jap positions near BUTHIDAUNG.
Railway yards at MANDALAY and KYAUKSE and at LETPADAN.
Railway wagons south of YEV.

ENEMY AIR RAIDS.

21—9—43 (Tuesday).

BRITAIN.

A few places on the East ANGLIAN coast (England).
Air combats over the BAY of BISCAY and North Sea (6 Axis planes shot down).

RUSSIA.

No information.

FAR EAST.

PORT MORESBY, (New Guinea).
MUNDA area (New Georgia) and BARKOMA (Vella Lavella)

22—9—43 (Wednesday).

BRITAIN.

No information.

RUSSIA.

Russian positions on the east bank of the DNIEPER.

FAR EAST.

Air combats over the SOLOMONS (20 Jap planes shot down. (3 Allied planes missing).

23—9—43 (Thursday).

BRITAIN.

No information.

RUSSIA.

Russian positions on the east bank of the DNIEPER.

FAR EAST.

Jap installations at TSILITSILI (N. Guinea).
Shipping off HOPOI (N. Guinea).

24—9—43 (Friday).

BRITAIN.

No information.

RUSSIA.

Russian positions on the east bank of the DNIEPER.

FAR EAST.

Allied invasion barges near FINSCHHAFEN (N. Guinea).

25—9—43 (Saturday).

BRITAIN.

No information.

RUSSIA.

Russian positions near KIEV.

FAR EAST.

Air combats over FINSCHHAFEN (N. Guinea).

26—9—43 (Sunday).

BRITAIN.

No enemy air activity.

RUSSIA.

Air combats over the KERCH Straits.

FAR EAST.

Australian troops and gun positons around FINSCHHAFEN.

27—9—43 (Monday).

BRITAIN.

No enemy air activity.

RUSSIA

Russian positions on the east bank of the DNIEPER.

FAR EAST.

No information.

SIDE LIGHTS.

IN GRATITUDE. The Civilian Defence and Battle of BRITAIN Day which was commemorated on Sep. 26 is not a day of remembrance and thanksgiving only, but it is a day also to express gratitude to the few who saved many—not merely those who lived in BRITAIN at the time, but the many more who inhabit the large spaces of the Empire and the earth, from death, tyranny and barbarism.

The battle was unique—being the first fight in history between two aerial navies grappling, as the poet dreamt, 'in the central blue.' It was fought two or three miles above the ground, between an armada speeding at more than 300 miles an hour and dropping sudden death over unsuspecting men, women and children, and the defenders—a small fleet of inexperinced but heroic fighters in unwearied challenge, while, on the ground below, workers—men and women both, of the A. A. defences, the A.R.P., the Fire-watchers, the Fire-Fighters, the Rescue Squads and the Transport Corps, to name only a few, assisted to drive off the enemy and save their kith and kin.

While the NETHERLANDS, BELGIUM and FRANCE were all overrun in a matter of 37 days, the Battle of BRITAIN lasted 84 days. The enemy who returned again and again to the charge, first in day light, and afterwards like a thief at night, was finally blasted out of British skies. 2,375 enemy planes were destroyed in daylight, but no account is possible of the many more which collapsed in darkness, or limped back to be added to the scrap-heap.

Certain events, by their importance belong not merely to the country to which they are geographically related but to the world, because they have turned the tide of human affairs. For instance, MARATHON, which saved western civilisation, belongs more to EUROPE than to GREECE. Even more does the Battle of BRITAIN belong to the world than to BRITAIN, as the event that saved Liberty for mankind.

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HUMILIATION DAY. By a strange coincidence, the Battle of BRITAIN Day was followed by the Third Anniversary of the Tripartite Pact (Sep. 27), which GERMANY and JAPAN observed by an exchange of messages, forgetting that the Pact had ceased to exist owing to ITALY's surrender. Von Ribbentrop, one of the spokesmen for the occasion, could give no better comfort than that there were still two hundred and fifty million men alive, in EUROPE and ASIA, for 'the last sacrifice'. Mussolini, shunted back from BERLIN to ITALY for the purpose, also spoke and said that the Tripartite Pact would be fulfilled by the Republican Fascist Government with the same 'eagerness and faith' as that which inspired him in the past three years. Ominous words for the Axis—because if the past were an indication of the future, it is a forecast of the complete extinction of the Axis in the next 3 years, corresponding to the extinction of the Italian Empire in the past 3 years.

The Diplomatic Correspondent of the German News Agency who has commented on the event is wise when he observes, "It is no occasion for celebrations". We agree: it looks like tomfoolery in the midst of the present Axis reverses all round.

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THE CURSE OF BOADICEA, that ROME shall perish in the blood that she has spilt, though a poet's fancy, history and recast events have proved true. While the decline and fall of the Roman Empire was a slow process,

treachery has hastened the collapse of its ersatz successor. Not only ABYSSINIA, but the coastal colonies of SOMALILAND, ERITREA and TRIPOLI have been wrested from the Italians. The Mediterranean was never and will never be an Italian lake—its islands or coastline or its waters. Other claimants too—Fighting French, Greeks and Yugoslavs have now appeared on the scene. Allied blood has been shed for the liberation of these lands. Yet by an infatuation, bordering on the stupid, Badoglio is said to have asked for the restoration of the colonies that were Italian, forgetting that he is a defeated enemy, a new ally whose faithfulness has yet to be tested, and a person clinging to a corner of his homeland under Allied support. The Italians themselves are unreliable. They shouted for Mussolini when he was in power, and now shout for the Allies as their armies enter ITALY; and there is no knowing what they would do if ever fickle fortune or ITALY's misfortune allowed Mussolini to return.

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THE BATTLE OF ITALY. Anticipating an Allied reverse, Goebbels said on Sep. 17 that SALERNO was another DIEPPE, and the Japanese chiming in and varying the comparison called it a DUNKIRK. But the jubilation has turned out premature. There was no doubt a critical moment, but the consolidation of the SALERNO bridgehead, 'an important and pregnant victory' as Churchill put it, saved the situation. Since then supplies and reinforcements 'to the utmost limit', under cover of naval fire have strengthened the Allied position. 1,400 tons of bombs were dropped on the SALERNO defenders in 2,500 sorties. The 8th Army intervened on the enemy's south flank and rear and turned the tables. Fighting stern rear-guard actions the Germans are now retreating all along the line. The Allies have occupied NAPLES.

The 8th Army is bounding forward—the march, to quote Churchill, that began at EL ALAMEIN has not yet ceased—and between it and the 5th Army many places have fallen during the week, among them the great air-field base of FOGGIA.

Roughly the Allied line is now like 'a shallow V', connecting the plains north of SALERNO with MARGHERITA DI SAVOIA on the Adriatic.

NAPLES, which the Allies now occupy, is the third largest city in ITALY and the second biggest port. It is an industrial centre, with steel mills, shipyards, textile plants and chemical factories; and also a strategic centre, connected by railway with ROME CALABRIA and BARI.

CORSICA is being liberated by the combined action of French commandos and Corsican patriots. When CORSICA is liberated it will be the spring-board for an invasion of FRANCE.

Yugoslav patriots are striking to liberate the Dalmatian coast. Allied staff officers have contacted Mihailovitch. The 8th Army is driving along the Adriatic. The National Liberation Army continues its fight for SPLIT.

Italian partisans are delivering concentrated attacks on the Brenner Pass railway.

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THE FALL OF SMOLENSK. Surely the greatest German disaster of the week, indeed of the season, is the fall of SMOLENSK, the greatest central bastion of the enemy in RUSSIA, Hitler's H. Q., for some time, Hitler's former base of operations for an advance on MOSCOW, the centre of five railways, and historically the most ominous place in RUSSIA for an invader, being connected with Napoleon's ill-fated retreat from MOSCOW. This place, the Germans had fortified through their Todt organisation, and held for 25 months.

SMOLENSK was taken by the Russians by storm, but the Germans call it evacuation. They also announced its fall before it actually fell. This is a recent German device to cover defeat, as if they were strong enough to hold on, but preferred for strategic reasons to withdraw.

In a great new push beyond SMOLENSK the Russian armies have crossed the Dneiper and the Dvina, and entered White RUSSIA. The evacuation of KIEV is reported to have begun.

Following the Russian capture of ANAPA, the Germans are evacuating the KUBAN. This brings the Russians with in jumping distance of KERCH at the eastern end of the CRIMEA. Only a few miles of water separates the Sea of Azov from the Black Sea. The Taman Peninsula near by is threatened.

The German position on the eastern front was never graver since STALINGRAD.

The retreat is unprecedented. The gates of Hitler's European Fortress are continually receding. They are no longer on the Dnieper. Now they would seem to be receding to the Polish border.

The hour of defeat is foreshadowed in the utterances of German spokesmen, and by other signs. 'Come what may,' says Goebbels, 'but no capitulation.' The Rumanians are said to be negotiating for an armistice at ANKARA, and the Finnish Minister of Finance, expressing himself to be ready for peace, has declared in a speech addressed at HELSINKI on Sep. 26, 'It was up to RUSSIA to offer FINLAND peace. The Soviet Union could not be beaten by military means. As realists we must take this into consideration in our foreign policy. We must base it on the fact that in future we shall have to live at the side of a strong RUSSIA... If RUSSIA wants peace, her desire will meet with favourable response.'

Meanwhile, in the light of the recent happenings on the Russian front, three more events acquire significance (1) GERMANY's offer of independence (of course, inside the New Order) to insurgent NORWAY; (2) the setting up of an inter-Allied Mediterranean Commission on which RUSSIA will be represented and (3) the repeated assurances given by Allied statesmen of a forthcoming meeting between the representatives of BRITAIN, the U. S. and RUSSIA.

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RECEDING FLOODS. The retreat of the German hordes from Russian soil is not unlike the ebb of a flood tide, which first inundates and subsequently leaves high and dry large areas and highlands of submerged territory. So emerge from their two year submergence OREL and KHARKOV, BRYANSK and SMOLENSK, and not places only but whole tracts and smiling fields watered by the Russian rivers.

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DISAPPOINTMENT. As we thus behold the spectacle of a liberated RUSSIA we also realise from what dangers she has been rescued. German ambition was no less than to seize the UKRAINE and feed at the expense of the Russians. Unable to raise the sea blockade imposed by BRITAIN. Hitler turned east, hoping to plunder RUSSIA and starve BRITAIN by U-boat action. And now disappointment has come to him both ways. His submarines are retiring, with little prospect of reappearing, at least with their original capacity for mischief. Simultaneously, his armies are being swept out of the UKRAINE.

Sooner or later GERMANY must starve, but to-day, while the final reckoning is not yet, she hopes against hope to transfer her depradations from RUSSIA to other occupied

countries. Propagandists, to keep up morale, declare, 'To-day the German bread-rations are higher than they were in Sep. 1939, at the outbreak of war.' The German people are now to be fed on Goering's now notorious principle, that 'the Germans come before all people for food'. When the day of reckoning comes, not only an enslaved but a hungry and famished EUROPE will fall on their German keepers and tormentors and tear them to pieces.

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PACIFIC MATTERS. The Allied offensive in the Pacific against the TARAWA and NAURU Islands constitutes a serious threat to the Japanese secret base of TRUK. The island of TRUK, which is JAPAN's PEARL HARBOUR lies 2,200 miles from TOKYO, 1,300 miles from the SOLOMONS and 2,150 miles from the PHILIPPINES. The Allies have now formed an arc of outposts from SALAMAUA and LAE to TARAWA, roughly along the line of the Equator. Any advance from this arc will cut off RABAUL. The Japanese, fully aware of the danger, have ordered full mobilisation. TOKYO Radio has warned its hearers that the Allies are attempting to make a thorough and well planned attack upon the Japanese mainland by first taking over control of strategic positions in the Pacific.

Australian troops, smashing the last defensive positions before FINSCHHAFEN, are pressing on the port itself. They have also crossed the Bumi River, and are driving towards Langemate Bay, about a quarter of a mile below FINSCHHAFEN. Allied units have taken SATELBERG near FINSCHHAFEN. Gen. Sir Thomas Blamey, Commander-in-Chief of the Allied Land Forces in the S-W. Pacific says, 'the FINSCHHAFEN campaign is going well. The enemy is bunkered there. There are still strong bases to be cleaned at MADANG, WEWAK and HOLLANDIA. The Japs are not nearly as determined as before, when they stuck to and fought for all they had. The Japanese themselves have changed their opinion about their invincibility'.

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AIR WAR. BERLIN, HANOVER, MANNHEIM, LUDWIGSHAFEN and EMDEN were raided during the week from the air. The attack on EMDEN had 3 new features. Firstly, the American Fortresses that made the assault were escorted by Thunderbolt fighters actually over the target area. Secondly, the bombers adopted the British technique of path-finding by dropping flares. Thirdly, the mounting of bombs was on a new plan, which allowed more bombs to be carried and in greater variety.

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THE ROAD TO TOKYO. A new supply road, known as 'the Road to TOKYO' it is now revealed, is being built on the eastern frontier of INDIA. It may eventually join the old BURMA Road or the LASHIO-CHUNGKING Road. Through jungle tracts, 'in rain and mud, amid landslides, leeches and malaria' this most difficult of roads, wilder and more difficult even than the MANIPUR Road, is being laid by an army of Chinese, Indians, Americans, Negroes, and tribesmen of the Garo hills.

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MISCELLANEOUS. 1. The Emperor has personally decorated Subadar Lalbahadur Thapa, of the 2nd King Edward VII's Own Gurkha Rifles, 4th Indian Division, with the Victoria Cross, the highest honour for any soldier, sailor or airman in the Empire. He is one of the few men to be twice decorated by the King. Earlier he received the ribbon; to-day it is the actual cross.

2. The death is announced of Sir Charles Kingsley Wood, Chancellor of the Exchequer. He has been succeeded by Sir John Anderson.

SALERNO BATTLE IN RETROSPECT.

(Major General Sir Charles Gwynn).

The reasons behind the bitter fighting at Salerno should not be attributed solely to the nature of the terrain. It must have been as clear to the Germans as it was to observers that the Allies were preparing to land near Naples; and the proclamation of Badoglio's surrender suggested that the zero hour was imminent.

The air bombardment of the Naples area was bound to reveal the Allied intentions. It did not, of course, indicate the exact point and hour of landing, though the conditions of the terrain probably give few alternative attack points. The possibilities of surprise were, therefore, mainly limited to the exact time of the landing.

What could not be foreseen was the degree of resistance the Germans were prepared to offer, for it was certainly doubtful whether they would be willing to risk large forces so far south.

That they were fully prepared, and had elected to concentrate reserves to oppose the landings is, however, not surprising, for they must have been well aware that a landing force is vulnerable to counter-attacks until it has secured a bridgehead extensive enough to admit full deployment of the invading force, including its air component.

Professional opinion recognises what the uninstructed public opinion may not have fully grasped—that establishment of an adequate bridgehead, and the subsequent debouchment from it, present more difficulties than does an initial landing on beaches which modern equipment makes an easier operation than in the past.

Experience in North Africa, Sicily and Reggio, because there was no formidable counter-attack, threw little light on the real difficulties of landing and facing opposition, although they revealed the immense complexity of the preparation necessary. In Sicily, the surprise achieved, and the weakness of the Italian opposition, combined to facilitate admirably the prepared operation, and tended to obscure the difficulties that might have been encountered. Obviously, the difficulties encountered at Salerno were intensified by the fact that the landing took place almost beyond the extreme range of Allied fighter aircraft. That enabled the Germans to take full advantage of the policy they had pursued of husbanding their air strength.

HOW WILL HITLER TREAT THE POPE?

(G. Ward Price.)

What fate now threatens the head of the Roman Catholic Church? Already a German broadcast from the Vatican City has openly threatened the immunity of Allied members of the Diplomatic Corps residing there.

"They will now regret", said this Nazi-inspired statement "that they did not follow the Pope's suggestion a year ago that they should go to Switzerland".

To carry off the Holy Father of Roman Catholics throughout the world as prisoner, or even as hostage, would be action which even the Fuehrer might fear to take openly. There are 30,000,000 German Catholics who would be shocked by the application of Nazi methods to their supreme Father in God.

The danger to the pontiff is that Hitler will kidnap him under the specious pretext of "protection." He may allege that Rome is in danger of becoming the "front line city".

On the other hand, if the Allied advance upon the Italian capital obliges German troops now holding it to retire to the north, the Fuehrer might put forward the excuse that Rome was falling into the hands of "Communist elements".

The world will watch with apprehension the designs which the Nazi Government may have upon the head of the Catholic Church, whose pleas for peace have recently been marked by implied criticisms of the Nazi policy that may well have given offence to Hitler's morbid pride.

"Blessed are they", said Pope Pius XII in a broadcast on the first of last month, "who remain aloof from egoism and illegitimate thirst for power".

Italian demonstrations of gratitude to the Pope's work for peace would in themselves be enough to arouse Nazi hostility. Hitlers's readiness to take action against religious dignitaries was revealed last month by the arrest of the Catholic Bishop of Munster, Count von Galen, after a sermon in which he denounced the atrocities of the Gestapo.

The Nazi Dictator always has misgivings about the Vatican. When he visited Mussolini in Rome, he did not go to see the Pope, though he gratified his curiosity by driving along the frontier of the 400-acre Vatican City to get a view of St. Peter's.

Especially does the Fuehrer fear the international influence of the present Pope who, as Cardinal, was the Papal Nuncio in Munich at the time that Hitler was founding the Nazi Party, and is well acquainted with the complicated compromises, intrigues and subsidies which fertilised the early precarious growth of that deadly plant.

I was once told by a well-informed person in Munich that when Hitler was trying to wheedle the support—financial for choice but in default of that, moral—from any influential quarter he could reach, he asked for an audience with the Nuncio.

On being received by Cardinal Pacelli, the future Fuehrer fell on his knees, kissed the Nuncio's episcopal ring and declared himself to be a fervent Catholic. Then he poured out to the Cardinal one of his long political harangues, declaring that he was certain one day to be the head of the German Government, and that his aim would then be to conduct a "counter-Reformation movement" for the purpose of bringing the whole of Germany back to the Catholic Church.

The failure of the Nuncio to respond to these extravagant overtures may still rankle in Hitler's tenacious memory.

CAPTURE OF SPLIT BY PATRIOT FORCES.

EFFECT OF ITALY'S COLLAPSE IN YUGOSLAVIA.

The news of the seizure by patriot forces of the port of Split, for which the Yugoslavia Government vouches, is most significant.

Split is the principal port of Yugoslavia, and the administrative centre of the coastal province of Dalmatia, and lies hard under the bare limestone slopes of the Dinaric Alps which tower over it for several thousand feet.

Like all townships of the Dalmatian coast, it is most easily reached by sea Whoever wishes to hold it must have control of the sea, but also of the road and railway which zigzag over mountains into the heart of Croatia. It is by this route that Patriot troops must have descended on the town. They could do so confidently, since owing to the surrender of the Italian fleet the Allies control the Adriatic Sea. But their coup shows also that the enemy are unable to control important stretches of land communications in Yugoslavia.

Several reports have reached this country during the last few days that Patriots had seized this or that stretch of railway. The capture of Split confirms them.

There were reputed to be at least 200,000 Italian troops doing garrison duty in the Balkans before the capitulation. The Germans will find it hard to fill the void created by their sudden exit from the war. German Generals had been compelled to rely to a great extent on the troops of the puppet 'Kingdom' of Croatia in the north, and on the Bulgarians in the south. The former have clearly proved a broken reed, which confirms the common belief that Pavelitch and other Croat refugees, who were placed by the Germans in control of the puppet State, never had any substantial support from the Croat people. The real representatives of the Croat national feeling are the Croat Peasant Party, which consistently refused to co-operate with Pavelitch, and Patriot bands, now that the effective military force of the Axis has been halved by Italy's surrender, are able to extend their control. For two years they have had to cling precariously to the remoter and more inaccessible districts of the interior. Now they can occupy railways and towns.

Thus they reap the rich reward for the heroism and endurance with which they have so long resisted the invader. At times there has been antagonism between their two sections, one commanded by General Mihailovich, and the other by a leader who has won fame under the name of Tito. Thanks to the intervention of the Allied staff officers, who have been posted to their Headquarters, the efforts of the two leaders are now being harmoniously co-ordinated. The disintegration of the Italian divisions has given them ample supplies of arms and ammunition. The results are already to be seen.

INVASION: THE SHIPS AND THE MEN.

Brian Tunstall.

Far too little is known by the public about the work of the large and highly skilled body of Naval men now serving in the Combined Operations Command. So large is this Naval force, that there are to-day more naval ratings serving in landing craft than in any other class of ship in the Royal Navy.

Combined Operations Command, as at present constituted, came into being as a logical development in the technique of modern war. Briefly, its problem is how to transport the elements of a modern army across the sea, with their fighting vehicles and other heavy weapons and equipment, and then land them. There will probably be no port facilities; certainly stiff ground and air opposition are expected. No such problem has ever been faced before in the history of British combined operations. The difficulties and dangers are unique, and the stern challenge to skill and courage is being faced by men who have only recently taken to sea-life.

In the wars of history, the Navy provided boats and beach parties for landings, but the boats were of the ordinary Service type, and the personnel manning them had the ordinary Service training. There were no tanks to be landed, needing petrol to feed them, heavy stuff which must come right in the first wave. Cavalry, it is true, were sometimes taken on combined raids, but such field-guns as were landed with the advance party were small muzzle-loaders, requiring only a small ammunition supply. The guns, moreover, were often ships' guns.

IDLE YEARS.

Such heavy equipment as existed came ashore later in a more leisurely manner. Even in the last war, with the exception of Gallipoli, none of our major landings were opposed, while for the Western Front there were always well-established port facilities. This explains why the prototype of the present drawbridge type of landing craft did not begin to appear till just after the Armistice of 1918. Stagnation followed. Not till 1936 did serious experimental work begin again.

To-day it would be physically impossible for the British, American, Canadian and other Allied Armies to engage in large-scale operations on the Continent without a vast armada of specially built landing craft of many different types, manned by specially-trained naval personnel. Some such armada of landing craft would be necessary even if large-scale landings were to be made unopposed, but to-day, with the fiercest opposition expected both from ground and air, the need for them is paramount. Thus the Combined Operations Command landing craft exist in order to make our potential military strength a full-scale continental reality.

SPECIAL TRAINING.

Combined Operations Command carries out small-scale landings, such as raids. It has also shared in landings, as at Madagascar, and played an essential though subordinate, part in the preparations for the landings in North Africa last November. Its main work however, consists in training units of the three Services for amphibious attack. One of the most important aspects of this work is the training of the naval crews that handle landing craft. This personnel consists largely of R. N. V. R. officers and "Hostilities Only" ratings, the latter being drawn from naval training depóts at a very early stage in their careers.

These ratings are then turned into landing-craft specialists, who must reach a high standard of proficiency in practical seamanship. Others are trained to run the engines and to execute substantial repairs to them without extra assistance, even when under fire or air bombardment. Now, although there are many types and sizes of landing craft, such as those for infantry, tanks, guns, lorries, petrol and stores, as well as supporting craft and flak landing-craft, in essentials they are all the same. They are all shallow of draught and flat-bottomed. This makes them very difficult to manoeuvre owing to their comparatively high freeboard, and the lack of grip on the sea which keel and depth of draught provide. Not only have the crews practically no shelter from the weather when on duty, but owing to the need for weight-saving, they have little protection against bombs, shells, or machine-gun fire. Sleeping, eating, and washing accommodation is very restricted.

From this it can be readily understood that service in these craft is both uncomfortable and hazardous. Nor has it the same interest and glamour as that attaching to service in battleships, aircraft-carriers, cruisers, and destroyers, or smaller fighting ships.

Superficially it might seem that these landing craft are not warships at all. The crews do not normally live aboard them. Yet of no other type of warship can it be said that its tactical rôle is so clearly offensive. Nor does any other type of warship provide a closer link between the British Navy and the enemy armies.

Training for the landing craft crews consists of practising over and over again the business of embarking and disembarking, with and without troops and vehicles, in fair weather and foul, with a making tide and on the ebb, in still water and in the face of strong currents, on sandy beaches and shingle beaches, on grassy slopes, on rocks, and on mud. Imagine for a moment the difficulties of handling one of the larger invasion craft in a strong current with a stiff breeze and an ebbing tide, with the danger of either getting left stuck on the beach, or else allowing the tanks to plunge down into deep water when trying to land. No wonder the men who perform these feats in practice, and must soon do so under fire, resent having their craft described as mere "barges" and themselves as bargees.

CHURCHILL'S WARNING.

Thus, since the war began, a huge new branch of the Royal Navy has come into being. Yet, so far, the merits, the work, and even the very existence of this branch have been practically unknown to the public. Now their time is coming, and very soon we shall see how fertile is our naval strength. Quick results are not to be expected when we invade Europe. The crews who man the landing craft may well be heavily and lengthily engaged. As the Prime Minister said in the Guildhall on Wednesday: "Great military operations are dominated by risks and turns of fortune. I know of no certainty in war, and that is particularly true of amphibious war."

Only when the real test comes shall we be able to appreciate the value of the laborious, unexciting, and little known training of the Combined Operations landing-craft crews. For the future, it seems that they and their landing-craft have come to stay, just like aircraft carriers and their crews. Far from being a wartime emergency force, they will become a distinct and vital branch of the Royal Navy, which though often accused of conservatism of outlook is continually evolving new means to meet new needs.

MUSSOLINI MIRRORS HITLER'S END.

(*Walter Tschuppik.*)

Rumours regarding Mussolini's whereabouts are widely divergent. Some say he is dead. Others maintain that he is at Cremona at the head of the New Fascist Government, and according to the third version, which appears most likely to be true, he is at Berchtesgaden.

One may well ask whether Mussolini would feel much happier at Berghof in Berchtesgaden than he did as Badoglio's prisoner, the position from which he is said to have been rescued by the bold exploit of German parachute troops. For he is not so deluded as his friend Hitler, for whom the world history is just a romantic picture book in which fidelity and treachery constantly succeed one another.

After the capitulation of Italy, Goebbels forced Hitler to the microphone to silence the rumour circulating throughout the country that he had left Germany—indeed it was whispered that he was already in Japan. Hitler was in his element: he could explain Italy's collapse by "treason".

There are good reasons why Hitler views history as a series of betrayals. He saw in the defeat of 1918 a "stab in the back"; the Munich Putsch in 1923 failed through 'treachery'; St. Bartholomew's massacre in 1934 was a retribution for "treason" and General Fitsch was a 'traitor'.

The fact that such childish views are undoubtedly widely held in Germany is largely inherent in the very nature of National Socialism, which was bred and has its roots in conspiracy. There were, it is true, social causes at the back of the so-called "movement", they were soon forgotten under the fool's garb of blind nationalism and martial ardour.

No doubt Hitler thought that it was a stroke of genius, and the way, as it were, of pulling an evil up by the roots, to fetch Mussolini out of the prison and to bring him in triumph to Berchtesgaden. The enthusiasm for this melodramatic rescue will, however, soon give way to melancholy reflections when Mussolini is weighed in the scale against Italy's collapse and its consequences for Germany.

It is a tragi-comic picture, these two Dictators sitting opposite one another at Berchtesgaden, reckoning up the debit and credit of this adventure. Mussolini is not so purblind as not to realise that no power on earth can re-establish him in his imperial splendour. After the tragedy in which he had to play his part, there now only remains the farce. He can no longer step on to the balcony to harangue the people; no glittering decorations are any longer any use to him, nor Fascist salutes. The magic spell is broken, Fascism is gone, and Italy is being plundered and devastated by Germany, and turned into a blood-soaked battlefield.

Whether he wants to or not, Mussolini will force his friend Hitler to realise that the word 'treason' is not the last word on Italy's tragedy. The Italian people themselves have grown tired of war and of Fascism. Defeat was inevitable.

The pale and melancholy guest sitting opposite Hitler at Berchtesgaden is Hitler's other self. All Mussolini can still say to him is: "You have prolonged my miserable life for a little while. All I can offer in return is to shorten yours. My tragedy is your future. You could not have had a more unfortunate idea than to associate yourself with a ghost. You have fetched me out of the grave in which history had already buried me. I am the mirror in which you may see your own end."

DEFECTION OF ITALY.

GERMANY'S GAIN AND LOSS.

(*Daily Telegraph*).

Germany will both gain and lose economically by the defection of Italy.

Imports from Italy which she will lose include: 45 per cent of Germany's mercury supply, ·10 per cent of her bauxite supply, a great proportion of her natural silk required for parachutes, and considerable quantities of zinc, used as a substitute for copper, of which she is very short.

On the other hand, Germany will retain for her own use the 12,000,000 tons of coal, she has been sending to Italy annually, and will no doubt acquire 100,000 tons of oil Italy has been receiving each month from Rumania. Supplies of coal and oil for Italy

will present a problem for the Allies, but it is doubtful if any importations will be permitted so long as the Germans remain in the country.

Italy is said to be 95 per cent self-supporting in food stuffs, and it has been claimed that this year's grain harvest has been very good.

GERMAN FAILURE TO EXPLOIT UKRAINE.
ILLUSIONS OF RICHES DISPELLED.

The Donbas, the greatest and the richest single industrial area in all Russia, is once more in Russian hands, and the Ukraine is well within the orbit of the offensive.

The agricultural and mineral resources of these two territories have represented the promised land to starved and hungry Germans; the Germans have, in fact, got the meagrest of scrapings and at the cost of an infinite shedding of German blood.

In 1941, when Germany realised that she was unable to beat Britain by a frontal assault of invasion or air attack, her slogan for victory became "U-boats and the Ukraine" the former to sink the supplies of Britain, the latter for its wealth and to thwart the power of the British blockade which denied all other sources to Germany.

An article in the *Das Reich* in the autumn of 1941 explained that the "wide spaces of the east open up tremendous possibilities of economic development, and loosen the throttling grip of the blockade." A review of these "tremendous possibilities" reveals how absurd the German illusion has been, and show that the throttling grip of the blockade still exerts its slow but certain stranglehold on German life lines.

The Donetz basin before the war, according to the facts supplied by the Ministry of Economic Warfare, produced 90,000,000 tons of coal. The destruction of mining equipment, according to the Russian scorched earth policy, was so thorough that it is extremely doubtful if the Germans succeeded in getting as much as one-tenth of this amount, a quantity which it was impossible for them to send home for the requirements of the German industry, as it was fully needed for the coaling of the eastern occupied territory.

The Ukraine with its visions of rolling wheat fields has been a profound disappointment to the Germans. Since the Russians embarked on their plans of industrialisation, the Ukraine has provided only enough grain to satisfy the local needs. The best agricultural prospects offered were vegetable oil crops—which before the war provided 100,000 tons of oil and the most the Germans managed to extract was some 30,000 tons.

Livestock figures have been halved and more than two-thirds of the sheep were removed by the Russians. The Germans had hopes of useful textile crops, but where the Russians gathered 36,000 tons of cotton, the Germans harvested only 17,000 tons; the Russians obtained a flax crop of 30,000 tons in 1939, while it is probable that the Germans got none at all. This story of agricultural failure is due to three reasons: shortage of tractor power, labour and fertilisers, the last directly thanks to the British blockade.

The Ukraine is primarily rich in coal and manganese. The Ukraine iron mines produced some 16,000,000 tons before the war of the highest grade of ore, but owing once more to the scorched earth policy—the complete destruction of all electric power

on which the working of the mines was dependent–the Germans have only been able to get hold of surface stocks. The manganese mines have not produced anything like their pre-war output, and the German shortage of manganese has been apparent in the orders to the German industry to cut down on the use of this metal wherever possible.

Nevertheless, 18 months ago, development of these resources was one of the highest priorities on the German military schedule. The Allies, however, forced a change, and the fortifications on the western front, and repair of R. A. F. damage, took the pride of place, and the change was a confession of failure.

Neither has the Ukraine provided Germany with useful supplies of cheap labour. The pre-war population was 16·7 million, it has now dropped to 12·7 million. The reduction may largely be accounted for by the conscription of able-bodied young men into the Red Army, and the migration of skilled workers to new industrial regions in the Urals. Thus the cream had been removed by the time the Germans arrived.

They nevertheless took some 700,000 Ukrainian workers to slavery in Germany, where they have gained the reputation for outstanding inefficiency. The "fertile black soil of the Ukraine" over which the Germans rubbed their hands with glee is stained deep with German blood. They appear to realise what a fiasco they are faced with, and are desirous of getting rid of the bad bargain.

The latest announcement of Rosenberg, the Reich Minister for Eastern Occupied Territory, states that contracts with industrial concerns in western Europe are about to be signed for the exploitation of this exceptionally rich part of Europe. It now seems doubtful if even the brow-beaten industrialists of the west will enjoy the bad bargain they are having foisted on them.

The Russians, who alone hold the key to the Ukrainian prosperity, may well come into their own again.

SIR KINGSLEY WOOD: AUTHOR OF "CLASSLESS SOCIETY"

(*Rene Kraus*).

(*Condensed from the 'Christian Science Monitor'*).

Sir Kingsley Wood, whose death has been reported, will be remembered as the Chancellor of the Exchequer who introduced the 'classless society' in Britain. He was by no means a revolutionary. Sir Kingsley was bent on justly sharing the burden of the war.

Before the war, Sir Kingsley's paths fell in pleasant places. Success was a habit with him. Conditions and circumstances had always favoured him. He was the happy-go-lucky type. Life had made him neither hard nor bitter. On the contrary, he was called the softest-spoken man in the United Kingdom; diminutive in stature, Pickwickian in appearance. Throughout his career he had managed to disguise successfully how dynamic he was in action.

He was destined for the clergy. His father, a Wesleyan preacher in the South of England, decided on the very day he baptized little Kingsley in his own chapel that the boy should become a soldier of God.

EXCELLED IN LAW.

But the boy seemed to have few militant qualities, either physically or in the churchly realm. The idea of theology had to be given up. Instead, young Kingsley excelled in the law. At 19, he was articled to a solicitor in Brighton. At 27, he was appointed a justice of the peace. This, it appeared, was his natural destination.

The early settled justice of the peace fell under the spell of Joseph Chamberlain. He followed his idol to London, entered politics and served his way up from the humble dignity of a London County Councilman. His clarity of thought, grasp of detail, and even-tempered behaviour soon made him one of the more important Conservative spokesmen in the Council.

PARLIAMENTARY CAREER.

At the khaki elections in 1918, West Woolwich sent him to the House, where he soon acquired a nickname: 'Cherub'. Were it not for his glasses and his moustache, he would indeed resemble the cherubic Cupid that adorned many a Victorian garden.

His predilection for mischief-making fitted into the picture. In Parliament, he developed heckling to a fine art. His first question was usually asked blandly and innocently, but the one that invariably followed had a pretty little sting in its tail. His touch was light and impudent, as funny as a tickle, but far more dangerous. He was entertaining, and never really offensive.

But Sir Kingsley Wood was the House of Common's naughty boy only on the surface. His predilection for fun-making disguised a cool, orderly mind ; and his measured, mild manners shrouded a good deal of energy. Where other men would approach a problem, he had simply a job to do. Throughout his ministerial career he proved a matter-of-fact man. As a Post-master General, he 'sold' the post to the public. He attributed his success to a simple formula—to the application of good manners.

AS P. M. G.

The public, he decreed, was the customer, who is always right. The public wants to be induced to spend its money. The services expanded rapidly. The Post Office made a greater profit than ever before.

A Post-master General's job is not confined to selling stamps. In 1930, Sir Kingsley was elected Chairman of the Executive Committee of the Conservative Party. It was primarily to his credit that the general elections, following in the next year, brought about a Consevative landslide.

The outbreak of the war crashed into this pleasant life. Sir Kingsley Wood, whom Neville Chamberlain had made Air Minister, seemed not the man with whom Winston Churchill would work in double harness. The astonishment was great and general when Churchill gave him the post of Chancellor of the Exchequer, which is generally considered next in importance only to the Prime Minister's own office.

Longer than three years of war-time service have vindicated Mr. Churchill's surprising choice. Sir Kingsley still wore his iron mask of modesty, friendliness, and good humour. But behind this mask unbreakable will and determination were at work. The Chancellor, who spent his life in being agreeable to everyone, demanded increasing sacrifices from his people.

Under his leadership on the financial front Britain won a bloodless, but decisive, victory. The Pound Sterling is the world's healthiest currency.

QUEEN MARY'S MEDALLION.

(Condensed from an article by Louis L. V. Wulff).

A growing number of men—and women—in Britain's three Services have a little medallion as their most cherished souvenir of the war.

It is a memento of their meeting with a Queen who gave them a lift in her own car.

On the medallion are the letters "M. R."

This charming idea is one of the many ways Queen Mary has found of showing her feelings for the Service men and women who are doing so much for their country. Months back, when petrol shortage and transport difficulties first popularised the idea of giving lifts in private cars to Service folk, Queen Mary gave special instructions to her chauffeur always to stop and offer a lift to any man or woman in uniform he saw on the road, without waiting for them to signal.

Airmen, W. A. A. F's soldiers, A. T. S. girls and sailors have all had rides since then in Her Majesty's car, sitting beside her in the comfortable armchair seats.

Queen Mary asks them where they are from and how they like the Service, and enjoys hearing them talk about the home life they have left behind them. At the end of the drive, the grateful passenger expressing his or her thanks has been surprised to receive one of the keepsakes from the Queen, the little medallion they treasure ever afterwards.

ENTERTAINS SOLDIERS.

That is only one of the ways in which Queen Mary helps the lot of men and women in the Services. At the country house that is her temporary home, she gives a cinema show every fortnight, to which all soldiers in the neighbourhood are invited free. Queen Mary pays all the expenses out of her own pocket, and as it is a lonely district with few entertainment facilities, the men just love her for doing it.

Billeted in the outbuildings of her house are a company of a famous regiment, detailed to act as Her Majesty's own wartime guard. Queen Mary has adopted these men, organises all sorts of entertainments for them, and takes a real interest in their comfort. With the help of a community song book, she has arranged sing-songs with the troops, joining vigorously in the choruses herself. Last Christmas time, the Queen ran a "lucky dip" brantub for the men, and they were delighted to find as gifts such useful articles as razor blades, shaving brushes and sticks of soap.

ATTENDS LECTURES WITH TROOPS.

Queen Mary makes a point of attending, with the troops, the lectures on current affairs organised for them by the War Office, and she reads the booklets on these topics prepared for the troops. Outside the house there is a big wooden hut, where a canteen is run for the soldiers under the auspices of the Y. M. C. A., which the Queen visits frequently.

Besides these regulars, stray units, searchlight detachments of the R. A., bomb disposal squads of the R. E., who are stationed temporarily near by, all receive visits from the Queen.

Queen Mary is Colonel-in-Chief of one famous Canadian regiment, the Queen's Own Rifles of Canada, and when they arrived in England, she motored up and spent the day

with them, lunching with the officers in mess, and inspecting the men on parade during the morning and afternoon.

Four regiments in the British Army, too, claim Queen Mary as their Colonel-in-Chief the 13th/18th Royal Hussars, (Queen Mary's Own), the Queen's Royal Regiment (West Surrey), the Worcestershire Yeomanry and the Oxfordshire Yeomanry new regiment of the R. A.

ROYAL HANDS KNIT COMFORTS.

Officers in each of these regiments, scattered all over the vast world battlefield, regularly receive knitted comforts and other gifts from their Royal Colonel, and the men of the regiments, too, have socks, scarves and gloves, knitted by Her Majesty.

Knitting for the forces is, indeed, a regular feature of the evenings at Queen Mary's home. Guests who are staying with her, Ladies-in Waiting and other members of her staff all help. The bulk of the garments they knit are sent to central distribution organisations, and go to soldiers, sailors and airmen, who never guess the Royal origin of their gifts.

LESS AND LESS FOR THE CIVILIAN.

(*J. B. Priestley.*)

It is some time since I spoke to you about general conditions of living here in Britain and as many of you are finding that your own conditions are changing rapidly under the stress of total war, no doubt you will be glad to learn how we are getting along.

Compared with the rapid changes many of you are experiencing, our conditions here might at first appear to be almost static, as if we had now settled down to a routine of wartime life. I think that is probably what most people in Britain feel, chiefly because most of the big dramatic changes—the beginning of the man-power mobilization and of the major rationing schemes—all took place two to three years ago.

An obvious example is that of our supplies of petrol or gasolene. It is now many months since the rationing of petrol was abolished in favour of a much more drastic scheme, under which you do not receive one drop of petrol merely because you happen to own a car, but have to make a special application, and to prove that you are making use of your car for work of national importance. Doctors, for instance, still receive a fairly liberal allowance, but most other people have either little or none, and hundreds of thousands of cars have been laid up, and will probably never be used again. Most of you know all this, but I am mentioning it because in this matter of petrol and the use of our cars we do feel that we have settled down to a wartime routine, the petrol and car situation seeming to most of us the same to-day as it was six months ago.

But this is exceptional, although I can think of a few similar examples. For instance, we have settled down to having a monthly allowance of chocolate or candy. I believe the actual amount we can buy varies slightly from month to month, according to the supplies, but the chocolate situation seems more or less the same—we take our coupons to the shop and buy what we can, and there is an end of it, except that if we are fathers of young families, of course we give most of our ration away—and is part of a settled routine.

"LIFE IN TOTAL WAR CANNOT SETTLE DOWN TO A ROUTINE".

But, I repeat, these instances are still exceptional. It is my belief that no matter how carefully all the rationing and other schemes are planned and applied, life in total war cannot settle down to a routine, and that, generally speaking, as the pressure of the war increases, its demands grow greater and more insistent, so that the ordinary civilian finds himself living on a narrowing edge.

Mind you, I am now taking a very broad view. It is quite possible, for instance, for the average citizen to be worse off during the early and experimental days of rationing, when the machinery is probably not working properly, than he is when the whole system, later on, is functioning as it was intended to function. Sometimes in the earlier days there are sudden shortages that do not seem to occur later. Thus, two years ago, after the heavy bombing, there was a cigarette famine in this country, and long queues waited outside the few shops that had any supplies, and then those supplies quickly vanished. There was far more grumbling about cigarettes than there ever was about bombing. But now supplies seem to be fairly constant, and we hear no more grumbling about cigarettes.

Again, I gather that in various parts of the United States, during the last month or two, there have been sudden shortages of meat, which people have naturally found rather alarming, but it is not likely that such severe shortages will continue once the rationing system is working well. But, taking the broad view, it is my belief that no matter how well things are planned and carried into operation, the demands of total war are such that there is bound to be a steady decline in the standard of living for the ordinary citizen. This seems to me to be absolutely inevitable. As the war takes more and more—as it must if we intend to win it—then there is less and less for the civilian.

EVERY POSSIBLE MAN AND WOMAN MOBILISED.

Let me give you some examples from our life here. Now, our mobilization of man-power for the war effort has been very thorough indeed, and in fact no other country yet has done it more thoroughly than we have. The Services and the war industries have been claiming every possible man *and* woman—for you must remember that our mobilization of younger women has been equally thorough. The result is that we are feeling more and more, in our general conditions of living, the pinch of an acute shortage of labour. I have lately taken what is called a service flat in London, but although I still pay a much higher rent because of the so-called service, it is now very sketchy indeed, as the management freely confesses. There are only about a quarter of the number of people working in this large block of flats that there were before the war, and even this quarter consists of middle-aged and elderly maids and waiters and porters. It is the same, of course, in hotels. Again, a friend of mine is a well-known London surgeon, a man of the highest reputation in his profession, who can command very large fees for his work. Now, he and his wife live in two rooms, and his wife acts as his chauffeur, secretary, and probably cook and housemaid. My own doctor in London is one of the most successful general practitioners in Harley Street, and his wife also runs a clinic for special forms of treatment. They have no domestic help at all at the present time, and at the end of a long, hard working day they have to do what they can to prepare themselves some food. I am not pretending that there is any tremendous hardship in all this, and these people do not moan about it; I am merely giving you these facts as examples of our changed conditions. And the lack of domestic service, which will probably continue now throughout our lifetimes (and I don't much care if it does) is, of course, only the beginning.

The shortage of labour is felt in a thousand other ways. All offices and shops are understaffed, with the natural result that it takes longer to transact any ordinary business. Many shops in London close early, which means that people who are at work all day have to rush about in their lunch hours to do their shopping. Little things that are not very important but yet are necessary—such as getting your hair cut, having your boots repaired, or a watch mended—now present quite a lot of difficulties. Often I find my hair uncomfortably long. I had to leave a pair of walking shoes three months in a shop to get them repaired, and I look anxiously at my watch every time I wind it up. My children, who are careless about the watches given to them at Christmas or birthdays, simply haven't got a glimpse of the time between them. Then, day after day, I batter away at my old typewriter when and, now and again it begins to rattle ominously, or jump the spaces I shudder, because once it refuses to work and has to be repaired I don't know what will happen to me as an author.

LITTLE THINGS WE HAVE TO SEARCH FOR.

Then again, as more and more businesses not essential to the war effort have been closed down, and stocks of goods that have vanished have not been renewed, we find ourselves looking all over the place for various little articles whose existence before we always took for granted. This applies particularly to radio and electrical equipment, articles in ordinary domestic use and the like. What young couples do when they set up housekeeping now I can't imagine, even though we have produced, under Government direction, a certain quantity of what are called utility goods, including some reasonably priced and not badly designed furniture.

Things like children's toys are rapidly disappearing from the shops, and the other day, going to the chief fancy goods shop in a small town for some game to amuse my younger children, I could find nothing at all, not even a jigsaw puzzle. We men who had fairly substantial wardrobes before clothes rationing came in can manage easily on our clothes coupons, and as a rule are able to give some of our coupons to our womenfolk, but growing children and girls are not easily clothed within the allowance, and for them there is a great deal of altering and mending and patching. In fact, if the war goes on a few more years a lot of people will begin to look like harlequins, all covered with fancy patches. But none of that matters very much.

What is much more serious is the growing lack of accommodation. This seems now, to be an overcrowded island. The cities are full; the towns are full; the very villages are full. This is a problem I know only too well; if only because I own two nice old houses and cannot live in either of them. When my family want to get together during the periods when they are on leave, or having school holidays, we have to make the most elaborate and often expensive arrangements to find accommodation for them. Central London is crowded out, and there has been much grumbling lately about the difficulty of finding rooms, and the high rents charged for them. The situation is no easier outside London, where innumerable hotels and country houses have been requisitioned by the Government, and where most private houses no longer possess a single spare bed room. We are rapidly becoming as communal in our habits and outlook as the Russians. This is all very well when you are settled in one place and can make the best of the limited accommodation, but it is a horrible nuisance if you have to move about the country. And all these shortages—of labour and service, of goods, of accommodation and travel facilities—will inevitably increase as the sheer pressure of the war effort inevitably increases.

GERMANS WORSE OFF THAN WE ARE.

The war must take more and more, and civil life must receive less and less. That is something we must all accept. But, of course, it is the same for both sides. In fact, the Germans are very much worse off than we are, for the pressure on them is very much greater than it is on us now; and in spite of their wholesale and ruthless looting of the Occupied countries they have much less in hand, and their life, so to speak, is much nearer the bone. What was originally an advantage is now a disadvantage. The advantage they possessed originally was that they had been placed on a war footing, with severe rationing and so on, some years before the war broke out—the years when the Nazis were organizing the whole population for total war. That was an advantage because when they entered the war the step did not involve an immediate change in their habits and a great deal of reorganization. Indeed, I believe that in order to raise public morale the Nazis actually increased the food rations—or some of them—during the early months of the war. Then again, in 1940, after they had overrun most of Western Europe, they plundered these countries of foodstuffs and textiles and the like, and lived on loot. But so long as we maintained our blockade the disadvantage was always there, and soon began to make itself felt. After the plunder vanished, they had to live on what they produced, and what they produced was not enough; and though years and years of rationing and ersatz stuff had accustomed the Germans to a low standard of life, it meant that when the real squeeze came there was less to be squeezed, and every drop in the standard of living brought them down and down, past mere dullness and inconvenience to a point dangerous to both health and morale.

We in Britain are coping with the fourth year of total war, but the Germans can be said now to be struggling with the eighth or ninth year of it. This will not defeat them—only crushing victories in the field can defeat them—but the miserable, bare existence they are faced with now is certainly not going to sustain them in their hour of retreat.

TURKEY AS BRITAIN'S ALLY.

HELPING BY KEEPING OUT OF WAR.

(*Sir Wyndham Deedes*).

Not long ago a cartoon appeared in a certain paper depicting Switzerland, Sweden, Turkey and other neutrals sitting on a fence wondering on which side to come down. The cartoonist, by including Turkey in this group, showed his ignorance. Turkey is not and never has been a "neutral sitting on the fence," waiting on events before making a decision.

As long ago as March, 1940, after a brief visit to Turkey, I satisfied myself that the Turkish Government and people were wholeheartedly favourable to the cause of the Allies, and I prophesied that come what may, Turkey would not budge from that position unless attacked by the Axis Powers, in which case she would defend herself to the last man. I found no reason to change my opinion after the fall of France, although that disaster might well have shaken the Turkish confidence.

Turkey's "neutrality" had never been on a par with that of other neutrals. Turkey in the early stages of the war exhorted the Balkan countries to resist Nazi pressure, and it was no fault of Turkey's that a Balkan bloc against Hitler was not formed. Nor, as I

have already said, has she left Germany in doubt that she would fight if attacked. The Turkish Ambassador in London has frequently asserted that his country is an ally of the United Nations and not a neutral; and Turkey's attitude throughout the war fully entitles her to be so described.

And if it be asked: "What about the treaty of alliance between France, Great Britain and Turkey signed in October, 1939?" the answer is that on the collapse of Poland and later, of France, Britain, recognising the grim realities of the situation and Turkey's unpreparedness for war, and her (Great Britain's) inability at that time to arm her, agreed that Turkey while abiding by her treaty obligations should not be pressed to execute them. Bearing in mind her inability at that time to defend herself, a serious situation would have arisen for the Allies if Turkey in 1940 had gone to war with Germany. For a Germany in command of the Dardanelles and the Bosphorus and the naval bases on the West Coast of Asia Minor, and in position to advance through Asia Minor against Syria and Iraq, woud have menaced our whole position in the Middle East, whereas Turkey, as a buffer State, has played an important part in the development of our Middle East strategy.

But although Turkish sympathies in this war have never been in doubt or in jeopardy, it is in her own interests to remain out of the war if possible. The country has for years been impoverished by war and mis-Government, culminating in the first world war and the war of liberation. Years of peace are now needed to enable the country to recover.

The reforms of Ataturk were radical and far-reaching indeed, and there cannot be an example in history where a country has been subjected to great changes, political economic and social, in so short a space of time. The Republic has taken the place of autocracy, and the secular State that of theocracy; women, who yesterday were confined to the harem, now play a leading part in national life with every profession open to them; the capital has been removed from the Bosphorus to the uplands of Anatolia, which represents something more than a physical change; brigandage has disappeared, and although endemic diseases like typhus, small-pox, cholera and malaria, which in the past have decimated the population, have not yet been wholly eliminated, the Government and the Turkish Red Cross are waging relentless war against them.

All that and much more has been and is being done and on the whole well done, but "Rome was not built in a day," nor will New Turkey be.

This much then is clear, that Turkey has observed her treaty obligations with this country in the spirit, and has been exonerated by us from discharging them in the letter; that it would not have been in the interest of either party if—up to date—Turkey had been involved in the war.

What will happen in the future, I do not know. All I do know is that we can place complete confidence in our "ally".

'V' DIARY, 1944.

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PROGRAMME.

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30-9-43	East Sannadhi Santhar Kovil, Pudukkottai.	6.30 p.m.
1-10-43	,,	,,
2-10-43	Municipal Office ...	6.00 ,,
3-10-43 to 7-10-43	East Sannadhi Santhar Kovil, Pudukkottai.	6.30 p.m.

LECTURE CLXVII. (*Batch 1*).

9-10-43	Municipal Office ...	6.00 p.m.
10-10-43	Kiranur ...	7.00 ,,
,,	Nanjur ...	7.30 ,,
11-10-43	Puvarasakudi ...	7.00 ,,
,,	Venkatakulam ...	7.30 ,,
12-10-43	Perungalur ...	7.00 ,,
,,	Adanakkottai ...	7.30 ,,
13-10-43	C. S. M. High School...	10.00 a.m.
,,	Rani's High School ...	10.45 ,,
13-10-43	College A English ...	11.00 a.m.
,,	College B Tamil ...	11.00 ,,
,,	Pungudi ...	7.00 p.m.
,,	Satyamangalam... ...	7.30 ,,
14-10-43	Mirattunilai ...	7.00 ,,
,,	Arimalam ...	7.30 ,,
15-10-43	Udayalippatti ...	7.00 ,,
,,	Killukottai ...	7.30 ,,

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9—10—43	Ponnamaravathi.
10—10—43	Virachchilai.
11—10—43	Viralimalai.
12—10—43	Vadakadu.
13—10—43	Kilanilai-Puduppatti.
14—10—43	Alangudi,
15—10—43	Pudukkottai.

Sri Brihadamba State Press, Pudukkottai. 750—3-10-43.